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PILSENER BEER.
LIGHT AND SPARKLING.
Per Case of 4 Doz. 12 Bts. \$13.00
Sole Agents:
H. PRICE & CO.,
12 Queen's Road.

The China Mail.

ESTABLISHED 1845.

GOLD MEDAL, PARIS 1875
JOSEPH GILLOTTE
OF Highest Quality, & Having Greatest
Durability, are therefore
CHEAPEST.
The only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS
Barrel Pins, 25¢ per 100
Sly Pins, 35¢, 50¢, 55¢, 60¢, 65¢
In Pins, Medium and Broad points.
The New Standard-Pin 1000

No. 11,884.

號七十月四年一零百九千一英

HONGKONG, WEDNESDAY, APRIL 17, 1901.

日九廿月二年丑辛

PRICE, \$2.50 Per Month.

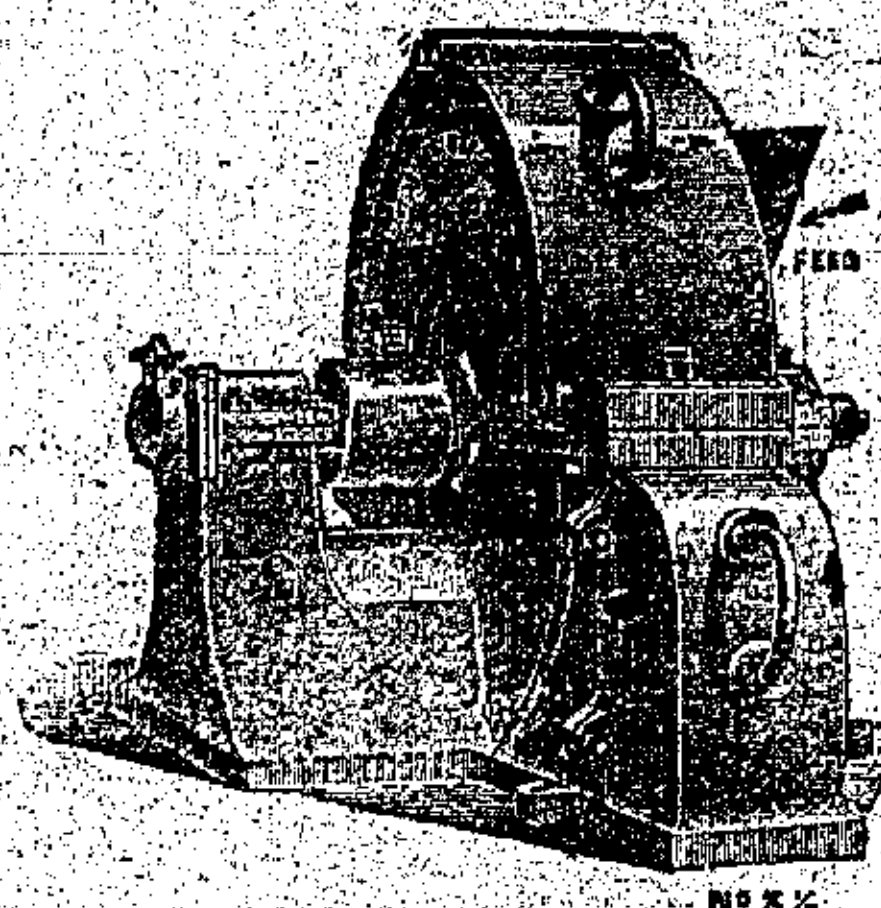
Business Notices.

W. S. BAILEY & CO.,
Engineers, Shipbuilders and General Storekeepers.

OFFICE AND SHOW ROOMS: 60 & 62, DES VŒUX ROAD (OLD PRAYA).

WORKS: KOWLOON BAY.

JUST RECEIVED.



LARGE SHIPMENTS OF DUPLEX PUMPS.
ENGINEERS' & CARPENTERS' TOOLS.
HAND & FORCE PUMPS.
CARTER'S DISINTEGRATORS.
ENGINE-ROOM TELEGRAPHS.
DECK and ENGINE-ROOM STORES
of every Description.

THE Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL ORAIGIEBURN

PLUNKET'S GAP, THE PEAK,

near the Tram Terminus. Telephone 36.

For Terms,

Apply to the MANAGER. 741

Wanted.

WANTED.

DULY QUALIFIED SURGEON, for a

Coastal Station, carrying Native

Passengers.

Applications, stating terms, etc., to be

addressed to 'SURGEON', care of 'CHINA

Mail' Office.

Hongkong, March 5, 1901. 501

NOTICE.

REQUIRED, by a First-Class Men-

torial House in Hongkong, an

Experienced MAN of Business, to act as

COMPTROLLER. The Highest references

Required. No one need apply unless he

is prepared to give substantial Security in

the sum of \$100,000.

Apply in Writing to Messrs. JOHNSON,

Stokes and Martin, 12, Queen's Road

Central, Hongkong, February 15, 1901. 508

WANTED.

BY a YOUNG GENTLEMAN, position as

ASSISTANT in Mercantile Firm;

has good knowledge of General Office

Work.

Address: 'B',

Care of 'CHINA MAIL' Office.

Hongkong, April 15, 1901. 532

WANTED, IMMEDIATELY.

A NURSERY GOVERNMENT, for Child

of 7.

Apply by letter to 'O. P. Q.',

Care of 'CHINA MAIL' Office.

Hongkong, April 15, 1901. 534

OFFICES TO LET.

2ND FLOOR of Nos. 82 and 84, and

GROUND FLOOR No. 68, QUEEN'S

ROAD CENTRAL.

Apply to—

ON CHAI & CO.

2nd Floor No. 62, Gage Street,

Hongkong, April 2, 1901. 743

TO LET.

A FURNISHED ROOM, in a Central

Part of the Town.

Apply: 'B & S',

Care of 'CHINA MAIL' Office.

Hongkong, April 15, 1901. 536

'KIRIN.'

**A Delicate
Lager.**

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.50 per dozen.
PINTS, \$1.75 do.

W. HUTTON PUTTS.
Sole Agent for Hongkong.

ANNOUNCEMENT

THE GRAND PRIX D'HONNEUR IS THE HIGHEST AWARD GIVEN AT THE PARIS EXPOSITION.

THE PUBLIC WILL BE INTERESTED IN LEARNING THAT THIS HIGHEST AWARD

GRAND PRIX D'HONNEUR

FOR

CONDENSED MILK AND EVAPORATED CREAM

has been conferred upon

BORDEN'S CONDENSED MILK CO.

NEW YORK, U.S.A.

Originators and largest Manufacturers of Condensed Milk.

BORDEN'S

EAGLE BRAND

CONDENSED MILK

PEEPLER BRAND

EVAPORATED CREAM

ESTABLISHED 1857.

Agent, **M. J. CONNELL,**

No. 7, BEACONSFIELD ARCADE, HONGKONG.

To Let.

TO LET.

TWO very spacious and well ventilated

TWO-STORYED EUROPEAN RES-

IDENCES, with Gardens and Tennis

LAWNS, each containing 6 Rooms, Bath-

rooms and Out-houses, in MACDONNELL

ROAD, on Inland Lot No. 1,009.

Apply to

TANG LAP TING,

No. 18, Queen Street, Hongkong,

or to

MOK MAN CHEUNG,

Butterfield & Swire,

Hongkong, March 20, 1901. 534

TO LET, FURNISHED.

WITH immediate possession, **SMALL**

BUNGALOW in Kowloon; large

Garden and 2 Tennis Courts.

Apply to 'X',

Care of 'CHINA MAIL' Office.

Hongkong, March 20, 1901. 433

TO LET.

A HOUSE in Bonham Road, 7 Rooms.

Apply, Rev. W. DANISTER,

O. M. S. House,

11, Bonham Road.

Hongkong, February 8, 1901. 516

TO LET.

POSSESSION April 1st.

1, STEWART TERRACE.

Apply to J. W. NOBLE.

Hongkong, March 5, 1901. 510

TO LET.

(FROM 1st APRIL NEXT).

TWO SPACIOUS GODOWNS, with

UPPER FLOORS for Dry Goods. Nos.

1 & 2, facing the Sea, and situated at Bel-

cher's Bay on M. Lot 243.

Apply to

JOSEPH & CO.,

1, Duddell Street.

Hongkong, March 25, 1901. 684

TO LET.

A HOUSE in KIPON TERRACE.

Apply to

THE HONGKONG LAND INVEST-

The Robinson Piano Co., Ltd.

Best Value in

PIANOS.

Monthly Payment System.

TUNING.

REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand Stock reduced to Clear.

FOR SALE.

A COTTAGE PLANO, in Splendid

Condition. Enquire at No. 36,

MORRISON HILL ROAD, WANCHAI.

Hongkong, April 11, 1901. 807

TO LET.

WITH IMMEDIATE POSSESSION.

2ND FLOOR of SEA-VIEW, a EURO-

PEAN DWELLING HOUSE, situated at

S.E. of No. 3 Police Station, Wanchai,

containing 3 large Rooms, with Bath Room

and Servant's Quarters.

Good, healthy, and fine Harbour View.

Rent moderate.

Apply to

W. O'BRIEN,

Sea View.

Hongkong, April 15, 1901. 837

Why:

BOVril

A cup of Bovril, so readily pre-

pared, is the best stimulant

that can be had—refreshing,

nourishing and strengthening.

It promotes and sustains energy.

BOVRIL

Is obtained at all Grocers, Con-

fectioners, &c., throughout Hongkong, China

and Japan.

PAUL BREWITT,

Care of DANISTER & Co.,

11, Queen's Road.

Hongkong, April 15, 1901. 685

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL

(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,

BOILER COMPOSITION,

ENGINE AND OTHER OILS,

ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

JOHN BROWNHILL, Superintendent.

TAILORING DEPARTMENT.

LANE, CRAWFORD & CO. have just received

NEW GOODS for the SUMMER SEASON,

COMPRISING:—

THIN BLUE SERGES, TWILLS, AND BLACK ANGOLAS.

THIN CASHMERE AND TWEED SUITINGS.

WASHING FLANNEL SUITINGS AND FANCY VESTINGS.

THIN DRESS SUITINGS AND FANCY COATINGS.

PARRAMATTAS AND DRILLS OF EVERY DESCRIPTION.

NEW PATENT TROUSER PRESSES.

IMPROVED HIGSKIN PUTTEE LEGGINGS.

Lane, Crawford & Co.

G. H. MUMM & CO.'S
EXTRA DRY CHAMPAGNE,
Agents: SHEWAN, TOMES & Co.,
For Hongkong, Shanghai and Japan.

THE PHARMACY,
10 Queen's Road Central, Hongkong
ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.

SOMERVILLE'S 'EXPORT' and 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKY (PURE MALT).
MANILA CIGARS.
Manager, RICHARD FLINT.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

2195

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADBLANE HIGHLAND WHISKY.

These are the finest productions of Scotland,

devoid of impurity of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

RARE and MILD.

Sole Importers,

F. BLACKHEAD & Co.

THE VICTORIA DISPENSARY.

DAKIN'S ANISEED & LICORICE COUGH BALSAM.

For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS,

HOARSENESS, and SORENESS OF THE CHEST.

Price 50 Cents and \$1.

CRUICKSEANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR INFLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases

of the Chest and Lungs. Price \$1 per Bottle.

VICTORIA DISPENSARY,

QUEEN'S ROAD.

1765

CHEE WING & Co., 致

23 & 25, LEE YUEN STREET (WEST),

HONGKONG.

DEALERS IN

ALL SORTS OF COPPER, BRASS, STEEL,

IRON WARE, &c.,

Suitable for

SHOPS, RESTAURANTS AND HOUSE BUILDERS.

Hongkong, May 18, 1900. 1227

PROFESSIONAL NOTICE.

DENTON E. PETERSON,

DOCTOR OF DENTAL SURGERY,

9, VICTORIA TERRACE, TIENTSIN.

10, DES VŒUX ROAD CENTRAL, HONGKONG.

Dr. PETERSON—who is at present up

North may be expected back at an

early date.

Hongkong, January, 1901. 1633

Business Notices.

WATKINS, LIMITED

66, QUEEN'S ROAD CENTRAL, HONGKONG.

CHEMISTS

AERATED WATER MANUFACTURERS

WINE AND SPIRIT MERCHANTS

CIGAR DEALERS

COMMISSION AGENTS.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.

In bags of 250 lbs net \$3.00 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed

Facing Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,</

Telephone No. 135.

TRADE MARK.

WHISKIES.
IRISH.

Dunville's V.R.	15.00
Do. 'Special' Liqueur	15.00
SCOTCH.	
F. O. S., Very old (Import)	15.00
Special Selected	11.00
Choice Old Highland	8.00
Glentworth	7.00
Highland Scotch, Sole Agents for	16.00
D. O. L., The Distillers	13.00
Highland Club, Co., Ltd.	10.00
Dewar's White Label	18.00
Do. Extra Special	14.00
Do. Special	12.00
P. D. C., The Distillers	13.00
Teacher's 'Highland Green'	12.00
D. G., Dump bottles	9.00
Peak Blend, Dump bottles	8.00

AMERICAN.	
Fine Old Bourbon	\$18.00
Canadian Whisky	15.00
Canadian Club	17.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.,
12, Queen's Road.

MEMOS. FOR MONDAY.

Meeting.

Noon.—Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Company's Office, No. 14, Des Voeux Road Central.

Amusements.

9 p.m.—Performance by the Brough Comedy Co., in the City Hall.

Miscellaneous.

Goods per *Yam* undelivered before Noon, subject to rent.

General Memoranda.

FRIDAY, April 19.—Goods per *Leather* undelivered after this date, subject to rent.

Goods per *Campanile* not cleared at 4 p.m. subject to rent.

SATURDAY, April 20.—Goods per *Trieste* undelivered after this date, subject to rent.

MONDAY, April 22.—Auction of Crown Land situated in Pok-fu-lam Conduit Road.

Goods per *Sharia* undelivered after this date, subject to rent.

Goods per *Delphig* undelivered after this date, subject to rent.

TUESDAY, April 23.—2.15 p.m.—Meeting of H. M.'s Justice of the Peace at the Magistracy.

THURSDAY, April 25.—2.30 p.m.—Auction of Household Furniture at Nos. 2 and 4, Gage Street, (Corner of Lyndhurst Terrace).

IT'S DANGEROUS

to trifle with a cold.

USE CHAMBERLAIN'S REMEDY.

Pleasant to take—never fails to cure. For sale by all dealers in medicines everywhere.

Price, 50 cts. and \$1.00.

For sale by All Dealers, WATKINS & Co., General Agents.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE

FAR EAST.

THE MOST PERFECT

SYSTEM OF FILTRATION

of the Water is employed,

guaranteeing

ABSOLUTE PURITY,

which is confirmed by repeated

reports of the

HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us

are acknowledged by the principal

English makers to be EQUAL

TO THOSE OF THEIR OWN

PRODUCTION.

Manufactured under EXPERT

ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & Co., Limited.

HONGKONG DISPENSARY.

1897

BIRTH.
At Cami Light Station, Hoihow, on the 4th April, the Wife of C. Schuster, of a Daughter.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, WEDNESDAY, APRIL 17, 1901.

The audience which gathered last evening in the City Hall to hear Mr. Michie's lecture on 'Political Obstacles to Missionary Success in China' was much larger than such gatherings usually are. This fact leads us to assume that representatives of the Hongkong community are interested in the problem, whose discussion promised to elucidate some of the difficulties which all admit arise around a question which is not academic but eminently practical. Mr. Michie's lecture was, of course, couched in chaste and forceful English, which was to be expected from him. Its delivery, however, was far from perfect, and many of the audience appeared, by the way in which they were listening, to have some difficulty in hearing the lecturer. Mr. Michie in his paper seemed to accept as proved facts, the many charges brought against missionaries by irresponsible writers, who, for the most part, are comparatively ignorant of the entire question. He, however, buttressed his position by quoting the opinions of two or three missionaries who seemed to agree with him. 'Political Obstacles to Missionary Success in China' were, according to the lecturer, all of the Missionary's own creation. At least, there was no reference to any but what the propagandists themselves made. In fact, missionaries stood in their own light and blocked their own way. Not only so, but they were for the most part responsible for the crimes which have blackened the otherwise untarnished fame of the so-called Chinese Government. Missionaries, by their interference in local Chinese squabbles, between Christian and non-Christian, and by their championship of the cause of more than doubtful converts, have rendered the name 'missionary' odious to the Chinese, and the word 'Christian' menacing to the palace of the righteous mandarin, who has been led thereby, contrary to his judgment and in direct opposition to his ingrained habits, to withhold, in some cases, fair treatment from native Christians. Now, all will concede that some missionaries have been led to seek justice at the hands of officials for their followers when they believed that such an appeal was to be justified. Probably some appeal was to be justified. It is, however, that the lecturer laid himself open to the charge of indiscriminate when he made his sweeping charges. The Revs. W. Banister and C. Bone, who have spent in each case twenty years in China and have been engaged in active mission work, both testified to the fact that such interference, though occasionally offered, was by no means general as was assumed, and was eschewed altogether by some missionaries. Moreover, His Excellency pointed out that there would be instances wherein it was difficult to follow any other course. Mr. Michie assumed that the usage, altogether pernicious, and apparently without any excuse, was absolutely universal; yet for this grave accusation he adduced the most flimsy support. We believe that such cases of interference are comparatively rare, and, when attempted, are undertaken only with extreme reluctance and caution.

An Achilles' heel in the armour in which Mr. Michie appeared must have been obvious to all. It is wrong to interfere in any case and under any conditions in litigation cases, and if such interference is the daily employment of many missionaries, it may then be asked what the Consul has been doing? Why does he aid and abet such men? Does not he know that such conduct is not only wrong, but it is endangering the very constitution of China? When he is requested to assist, why does he not simply refuse, which would at once settle the matter? We know of cases where this summary course has been adopted, and there also Mr. Michie has gone on year in and year out, from North to South and from East to West, so that China's internal peace is disturbed, and her peaceful relationship with foreign powers imperilled, why has not the Consul put his foot down, and put a stop to it once for all? But, it may be urged, the missionary approaches the local magistrate direct. Even then the Consul has full power in his hands, and can forbid such irregularity, and his commands will be obeyed in minor cases out of ten. No. We believe that an adequate knowledge of all the facts will show that this charge against missionaries has been grossly exaggerated, and that the part that the missionary played in causing the recent outbreak by intermeddling with the internal affairs of China may well be eliminated from the problem, being altogether too insignificant to have added anything to the deep-seated hatred with which all Chinese regard all Europeans.

Mr. Michie further stated that the missionary's position in China was obtained by means of treaties wrong from the Chinese at the point of the bayonet and that his only right to residence in the interior was based on a clause of a treaty which was surreptitiously inserted. But surely all the world knows that missionaries were in China before treaties were negotiated. Robert Morrison was here in 1806. W. Milne arrived in Canton in 1813. 'Bridge-man,' the first missionary from the American churches to China, arrived at Canton in 1830. Outlaw proceeded from Bangkok to Tientsin in 1831. Moreover, a most elementary knowledge of the lives of missionaries proves that they have always been ready to go where duty pointed out the way, where no gunboat had ever opened a path by shot or shell. After treaties had been made and solemnly ratified, that they should claim the protection which these treaties granted, is quite another thing. We believe that most level-headed judges will support them in their claim. But before treaties were ever heard of, the lives of the Catholic and earlier Protestant missionaries prove that it was not gunboats that brought them to China, and were the warships withdrawn to-morrow, we suspect that it would not be the signal for their departure.

The lecturer seemed to maintain that missionaries were not only responsible for most of the troubles that have marred China's foreign intercourse during the last sixty years—obviously forgetting that all the troubles prior to 1840 could not be laid at their door—but that they sympathized with rebellions and revolutions. Would it not be fairer to men, among whom have been those whom kings have delighted to honour, to assume that they were possible to aid revolutions they would gladly do so? This attitude we believe to be the correct one. That Christianity should clash with Chinese superstitions and with official corruption, anyone, with one eye, can foresee. But must they therefore withdraw from the enterprise? As Britons we must not blow hot and cold with one breath. Cromwell thought it right to lead a rebellion in the interests of political and religious freedom. Was he right? We do not condemn Garibaldi because he fought in the wars which ended in the unification of Italy. We do not condemn Lord Salisbury because, in order to assert the just claims of his fellow-subjects, he embarked on this terrible South African War. But did those leaders wish these wars? Do they glory in them? We know not. So missionaries, though they fear that the principles they preach may lead to a revolution, would gladly avoid it if it be possible. But truth must prevail, and in some cases it can only triumph through the overthrow of error, which in the nature of things will crush some underneath its ruins. —Continued.

LOCAL AND GENERAL.

Customs News.

Mr. W. Noyes Morehouse, Commissioner, Imperial Chinese Maritime Customs, on leave leave, has been granted one year's extension of leave.

New Zealand Enterprise.

In our advertising columns, we publish a notice from a New Zealand firm desirous of opening up direct trade between British Colony and China. This is a chance which should not be missed by those who wish to expand their trading relations. Replies should be sent direct to Wellington.

Death of Sir John Stainer.

A London telegram, dated 1st April, announces the death of Sir John Stainer, the musical composer. He was born in 1840, and was originally a chorister at St. Paul's. He was Professor of Music at Oxford University. A later telegram announces the death of Mr. O'Byrne Carter, the famous theatrical manager and impresario.

The 'City of Rio' Disaster.

The U.S. Government inspectors who enquired into the loss of the *City of Rio* de Janeiro, besides holding the late Capt. Ward and Pilot Jordan responsible for the disaster, blame the Chief Engineer for intemperance in his duties and revoke his licence as Chief Engineer. He had ten white men in charge, consisting of three engineers, three water tenders, three oilers and one stoker, and the inspectors are of the opinion that if Chief Engineer Herlihy had called this force on deck to man the boats, many more lives would have been saved.

The French at Tientsin.

The Tientsin correspondent of the *N. C. Daily News* writes:—Comte Du Chaplain goes on well deserved promotion as Minister to Brazil; our French neighbours in him lose an able man and an extremely energetic custodian of French interests. The new French Settlement that is already rising Phoenix-like, from the ruins of the old is the Consul-General's creation. All Chinese tenements, shops, etc., have been cleared off and new streets and boulevards are the order of the day. Water and electric-light installations are to follow. The Chinese, who after all are the best tax-payers, are to be relegated to the new parts of the Concession. One may ask how all this is being financed? Well, there is much financial virtue in salt; our alert neighbours took possession of the vast property of the salt gabelle last autumn and found financial salvation therein. I may state that our people at one time had their sentries on this property but withdrew them. If the affair were searched into, I should not be surprised to find that we lost this enormous asset (worth several millions of francs) through want of bunting as well as lack of precedence.

LOCAL AND GENERAL.

Notes by the Way.

The French Minister, of Marine has ordered twenty more submarine boats.

One hundred and sixty-five fresh cases of plague were recorded in Calcutta on the 1st inst.

M. Delcassé, the French Foreign Minister, visits St. Petersburg about the 20th inst.

Sunderland now leads in the English Football League with 36 points to Nottingham Forest's 35 and Notts County's 32.

The first 92 inch gun was mounted at Dover on the 3rd inst., and a long series of tests follows. The gun weighs 28 tons.

On the 1st April, while bathing in Colombo Harbour, Mr. H. Lowie, third engineer of the transport *Atlantion*, was so badly bitten by a shark that he died from shock.

The German troopship, *Ande Lucia* from Bremen, arrived at Colombo on the 3rd inst. with 29 officers and 739 troops, bound for China, and sailed for Hongkong on the following day.

To-day, at the Magistracy, two Scotch seamen and a Canadian freeman were ordered to suffer fourteen days' imprisonment for staying away on the s.s. *Taiyang*, from Shanghai to Hongkong.

Colonel F. T. N. Spratt-Bowling, R.E., is granted the temporary rank of Brigadier-General whilst holding the appointment of Colonel on the staff, Royal Engineers, China Field Force.

To-day, the owners of the steam launches *Ching Po* and *Tung Kong* (Chinese) were, at the Magistracy, fined \$10, for failing to have painted on the launches, in Chinese characters, the number of passengers they were licensed to carry.

In accordance with instructions received from home, Lieut. Arthur F. Bayley, of the 12th Battery, Royal Field Artillery, who has been on duty in India, arrived by the P. & O. *Commander* to rejoin his Battery. Lieut. Bayley is the youngest son of the late Captain Bayley, formerly Agent of the P. & O. Company in Colombo.

The following alterations in our share list are noted after the hour of correction: Hongkong and Shanghai Bank, 364 1/2 prem.; \$38, buyers; Hk. & Whampoa Dock, \$272, buyers; China and Manila, \$62, sales; and \$40, sales; Douglas, \$32, sales; Indo-China, \$125, buyers; West Point, \$33, sales; New Panjion, \$53; and Oliver's, \$1.50, sales.

Prince of Canada and Australia.

The London *Standard* says that a suggestion has been made to the King that the Duke of Cornwall's eldest son be created Prince of Canada and Prince of Australia in celebration of the Royal Tour.

A 'Gleeson' Man.

A Scotchman, who had just a 'wee dappie' too much, told the Inspector on duty, at the Central Police Station, last night, that he was a 'Gleeson' man 'inseel', as they were gawn the son 'im back in a Russian transport'. He protested that he only struck back in self-defence, but, to-day, the Magistrate thought that 'Scot' had been conducting himself as no decent Scotchman would, and fined him \$3.

Roaxed.

A rather good hoax, which took place on Monday, has just reached us. A party of well known citizens were supping in one of the local hotels with one of their whilom companions. They had met by chance, and as the evening wore on, got more and more into each others' confidence, until the old friend invited the crowd to a wedding breakfast, which was to take place on Monday, at the house of his daughter's marriage. In the strength of this, the 'boys' got very, and parted in the early hours with stann promises to 'look along' and guess the wedding ceremony. The old adage 'What the wine is in, the wit is out' comes in at this stage, for had the 'merry boys' just reflected for a moment, they would have remembered that their friend had no daughter old enough to enter the nuptial bonds. The 'absent-minded beggars', however, arranged stann among themselves. They subscribed for a handsome present, valued at \$30, and arrayed in 'fine hats, frock coats and the inevitable humpole, sallied forth, on the wedding morn', to offer their compliments and their pleases to the happy couple, and partake of the good cheer which all fond parents pride on such auspicious occasions. The heading to the paragraph has unfortunately given the 'reusener' of the story away. The 'fond parents' were both at home, the bride was at school and the bridegroom was *non est*. What could they do but laugh at their own folly? And this is just what they did. The supposed bride's father, entertained the half-dressed wedding guests as well as he could, and the neighbours pondered, while the wedding present found its way back to the silver-smith with the excuse that it was 'unsuitable'.

Steamer Wine of Cod Liver Oil

is an ideal tonic in general debility, and convalescence from influenza, fevers, etc. Sold by all Chemists, Wholesale and Retail from A. S. Watson & Co. Ltd., Hongkong.

TELEGRAMS.

[REUTERS SERVICE.]

LONDON, 15th April.

NEW DISCOVERY OF GOLD IN BRITISH SOUTH AFRICA.

It is stated in Pietersburg that rich gold reefs have been discovered at Murchieson in the Murchieson Range.

THE PLAGUE AT THE CAPE.

Up to the present, 302 cases of plague have occurred at Capetown, and 152 deaths.

THE OPERATIONS IN SOMALI-LAND.

The Mad Mullah is collecting horsemen to attack the British garrison at Burao. 8,600 have already joined him.

THE YOKOHAMA SPECIE BANK, LIMITED.

The following is the report of the Yokohama Specie Bank, Ltd.:

Gentlemen,—The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending December 31st, 1900. The Gross Profits of the Bank for the past Half-year, including 103,095,052 brought forward from last Accounts, amount to yen 4,972,348,502, of which yen 4,218,000,892 have been deducted for Current Expenses, Interest, &c., leaving a balance of yen 1,754,338,610. 180,000,000 is added to the Reserve Fund, raising it to yen 8,310,000,000. From the remainder, the Directors recommend a dividend at the rate of thirteen per Cent., amounting to yen 228,000,000, on old shares and yen 800,000,000 on new shares, making a total of yen 1,028,000,000. The balance, yen 404,338,610, will be carried forward to the credit of next account.

NAGATSUNA SOHA, Chairman.

Head Office, Yokohama, 9th March, 1901.

BROUGH COMEDY COMPANY.

The Opening Performance.

The season of the Brough Comedy Company opened at the City Hall last night. There was a large audience to welcome back Mr. Brough and his talented wife, for though there were a few vacant chairs in the dress circle, the stalls and pit were filled to overflowing.

We regret that the demands upon our space to-night preclude us from a notice of the performance as its excellence warrants, but we hope on other occasions to be able to refer to greater length to the performances of the Company.

The play staged last night was *Had-on Chambers*, comedy, 'The Tyranny of Tears', a typical English comedy of the modern school. It is a simple story centring upon the unfounded jealousies of a young wife, who worries her author husband by her constant recourse to the potent argument of a woman's tears whenever her foolish fancy prompts her to curtail his outside enjoyments. In a part which might easily have been overdone, Miss Grace Noble was an unqualified success. The scene between her and Miss Woodward, her husband's amanuensis, was a clever bit of acting, and, throughout, Miss Noble sustained her part with commendable evenness and consistency. Mrs. Brough was the amanuensis, the matter-of-fact, healthy, English girl, the youngest of thirteen daughters of a hard-up English clergyman. While she had not an opportunity of rising to her highest dramatic flights, Mrs. Brough, it is almost superfluous to say, kept the interest of the audience, without diverting unduly to herself the interest belonging properly to the other members of the cast. Mr. Brough, whose appearance was the signal for cordial applause, was at home in the part of Clement Parbury, the victimized husband. His quiet cultured style is in no wise changed. His elocution is never staid; his manner always refined. In the scenes with his super-sensitive wife he was very effective, while the staid humor of the dialogue with his old schoolmate, George Gunning (Mr. W. T. Lovell), kept the audience in ripples of laughter. Mr. Lovell as George Gunning, and Mr. Reginald Dattrey as Colonel Armistead added greatly to the success of a particularly smooth performance. The play is sparkling, never dull, and well worth seeing by lovers of true comedy.

The play was excellently staged, and the augmented orchestra played attractive music between the acts. 'The Tyranny of Tears' will be given again to-night, and 'The Lines' on Thursday and Friday, and 'The Gay Lord Quix' on Saturday and Monday.

Presentation.

The Rev. Father Gabardi, the Portuguese chaplain, who left by the German mail steamer *König Albert* for Europe to-day, was made the recipient of a handsome album of Hongkong and Far Eastern views last night, at an 'At Home' given by the members of the Catholic Union. Speeches were made by Mr. A. Alves (who spoke of Father Gabardi's devoted work amongst the Portuguese community during the past eleven years) and by Father Gabardi, who thanked the members of the Club for their handsome gift and wished the Club the fullest measure of success. A String-Band played selections.

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WANCHAI RECLAMATION SCHEME.

Meeting of Lot Holders.

This afternoon, on the invitation of Hon. C. P. Chater, C.M.G., a meeting of the owners and agents of Lots in the Praya at Wanchai, fronting the sea from Arsenals Street to Causeway Bay, was held in the City Hall. There were about forty present, and Mr. Chater presided.

Mr. Chater said—Gentlemen, I have asked you to meet me here to-day for the purpose of taking your opinion, as the Owners of Lots along the Eastern Praya, upon the project for the reclamation of that portion of the sea front of the City which I have, with professional assistance, elaborated and submitted to the Government and which has been provisionally approved of and accepted by those in authority.

My correspondence with the Colonial Secretary on the subject has been so recently published in the local papers that the details of the scheme need not be fresh in your memories. I have, therefore, only to remind you of the broad outlines of it and to put before you the reasons which, in my opinion, ought to influence you to accept the proposals which I have the authority of the Governor to submit for your consideration.

I have dwelt at considerable length in my letters on the advantages to accrue to the Colony at large and to the revenue from the prosecution of this work. I have now to point out, how you, individually, are likely to benefit by it, and to what extent, and I hope to satisfy you, as I have, I believe, succeeded in satisfying the Government, that it is a work which ought to be taken in hand as speedily as possible and carried through with the least possible delay.

The idea is to reclaim from the sea a strip of land, very nearly a mile in length, extending from the Arsenal to the East Point Sugar Works (except in front of Jardine's premises and the Sugar Works) not less than five hundred and twenty feet in depth from front to back. This will allow of the widening of the present Praya from 50 feet to 75; of a new Praya 75 feet in width, and of a main street running through the centre of the reclaimed land, from West to East, also of 75 feet in width. Thirteen thoroughfares, each fifty feet in width, will run from the present Praya to the new one dividing the reclaimed area into convenient blocks. There will then be left 345 feet in depth of building land, and two blocks, to be divided out among the Lot Holders in proportion to their respective frontages. A Lot Holder, therefore, having a frontage of 50 feet will be entitled, broadly speaking, to 345 by 50 or 17,250 square feet of land, which the Government proposes to charge 25 cents a foot by way of premium, and \$200 a quarter acre by way of Crown rent, and for which we are prepared to grant a Crown lease for 99 years with the option of renewal for another period of 99 years.

Under the Government for the time being, I estimate the cost of reclamation, sea wall, Praya, streets, covers and all expenses at a figure not exceeding 75 cents per square foot of available building land, and even if the cost should, through unforeseen circumstances, run up even to \$1 a square foot, the land will still be worth having at that figure.

In my first communication to the Government I suggested a reclamation to a depth of 445 feet only, and that the Government should not demand any premium for the building land acquired by the owners of lots fronting the sea. I found the Government, however, enlightened by the results of the reclamation in the Central part of the City now nearing completion, most unwilling to forego the exaction of a premium in addition to the benefit to be derived to the Colony at large from the largely increased area of building land and to the Treasury from prospective rents and taxes. The first proposal by the Government was for a valuation of the reclaimed land and a division between the Lot Holders and the Treasury of the surplus; after payment of all expenses. The Colonial Secretary's letter of the 13th September last, in which he proposed to the Lot Holders to share in the cost of the reclamation, was in reply of the 20th September, I complied with this proposal, pointing out the widely different character of the Wanchai district and of the properties there, as compared with the Central district and the properties in that neighbourhood, and the little prospect of any considerable profit. At a later date I had an interview with His Excellency the Governor on the subject, and, while I found him willing to reconsider and modify the terms referred to in the Colonial Secretary's letter of the 13th September, I found him fully determined to secure for the Treasury some direct and immediate benefit out of the proposed reclamation in the shape of a premium on every foot of building land acquired by the Lot Holders. Under these circumstances, there was nothing to do but to re-act my proposals and to seek of some alteration could not be made which would enable the Lot Holders to pay and the Government to receive the desired premium. On careful reconsideration of my calculations, it seemed to me that the Lot Holders could only afford to pay a premium by getting permission from the Government to take in further land from the sea, and on submitting this idea to His Excellency, it proved to be an acceptable solution of the difficulty, and therefore I assented to a payment of a premium of 25 cents a square foot on all building land reclaimed, on the understanding that a further 75 feet in depth might be included in the scheme, and that the sea wall to be thrown into the seaward blocks so that they should have a depth of 225 feet as against the 150 feet originally proposed.

This proposal is embodied in my letter to the Colonial Secretary of the 16th November last.

Since that date another trifling alteration has been made in the design as set out in that letter. The first proposal was that the new reclamation should terminate at the eastward, at Jardine's East Point property. It is now proposed to carry the reclamation along the front of Jardine's Matheson's premises and in front of the Sugar Works and to give them an interest in the scheme to the extent of 15 feet in depth of building land along their Northern boundary.

This appeared to be due to them, as the carrying out of the reclamation involves the destruction of their harbour frontage in the West.

I deeply regret that it has been found impracticable to carry out my original suggestion for the acquisition of Morrison Hill and of the Naval Hospital Hill and for the removal of both these impediments to the expansion of our City eastward, and to the most perfect ventilation. You will have noticed in my published letters to the Government what a insignificant area of building land would have been placed at the disposal of the Colony, if that had been my original scheme, but not with acceptance. Unfortunately, the Naval Authorities have before my proposals were submitted to the Government, made all arrangements for the enlargement of the present Naval Hospital and for the construction of an opposite to the spot of an Epidemic Hospital in connection therewith, and so were, I presume, unable to assent to the suggestion for the removal of their establishment at Kowloon. I do not, however, despair of the ultimate acquisition by the Colony of the ground in question and of the ultimate expansion and development of that neighbourhood on the lines indicated in my letters.

Pleasure in stating here that from His Excellency the Governor and from the Colonial Secretary and from the Director of Public Works, I have received every courtesy and attention in the course of the correspondence and negotiations that have resulted from my first letter of the 12th June last, as well as from His Excellency Major-General Gascoigne, who was Administrator of the Government that date and before whom the matter came in the first instance, and I feel assured that, if you gentlemen, determine to accept the Government proposals, as embodied in the Colonial Secretary's letter of the 12th February last, any suggestion you may have to make with a view to the improvement of the scheme, or to the modification of the details or conditions, will be gladly received and will meet with the fullest and the fairest consideration at the hands of His Excellency and of his officers.

With the substitution of Leighton and Caroline Hills for Morrison and Hospital Hills, the cost of filling in will be slightly but very slightly increased, by the greater distance of the former sites from the sea, but there will be economies in other details, namely, that the proposed business area, and while the scheme, as a whole, will be less advantageous to the Colony and to the Treasury, it will be no less advantageous to

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0 9	125	all	390 2 prom = \$775, b 1 20, \$80.
0 2	6 1/2	4	\$10.0
0 1	1 1/2	1	25.5
0 1	10	2	\$204, buyers
0 5	10	2	\$204, buyers
0 1	1 1/2	1	\$15, sellers
0 8	250	50	\$160, buyers
0 8	33.33	25	\$56, buyers
0 2	100 1/2	23	Th. 1824
0 2	100 1/2	20	nom.

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INSURANCES.

0	8	103	3	20	\$84, buyers
0	8	201	5	50	\$324, buyers
0	8	10	all		\$270, buyers
0	8	27	3	205	\$85, sellers
0	8	63	6	5	\$2
0	8	60	3	50	\$90
0	8	50	20		\$38
0	8	50	all		\$29, buyers
0	8	15	13		\$334, buyers
0	8	18	all		\$124, buyers
0	8	2	1		\$12
0	8	10	2		\$17
0	8	10	17		\$23, buyers; now \$8, sales
0	8	1	1		\$2, buyers
0	8	100	all		\$185, buyers
0	8	100	all		\$38, sellers
0	8	51	all		\$194
0	8	100	3		\$83, buyers
0	8	100	100		\$200, sellers
0	8	5	3		\$28, buyers

00 \$	10	all	\$131, buyers
00 \$	50	50	\$51, sales
00 \$	100	all	\$200, buyers
00 \$	5	all	\$5

0 \$	9	al	\$0
0 \$	1	nl	\$1.20
00 \$	4	\$ 3	{ nominal
0 \$	1	\$ 1	
			{ 40 cents.

0	Fes. 25	al	\$300
0	25 cent	25 ct.	nom.
0	2	18	\$38
0	5	5	\$14, sellers
0	5	4	\$1.15, sales

0	\$	50	\$	50	\$80, sellers
0	\$	10	\$	10	\$17, sales
0	\$	10	\$	10	\$10, sales and sellers
0	\$	10	\$	10	\$125, buyers

10	3	10	\$	17	\$124, sellers
10	3	10	\$	2	\$0.90, sellers
10	3	1	\$	1	\$184, ex div., sales & sol
10	3	15	\$	1	\$1

10	\$	4	1810, buyers
10	\$	10	1820
10	all		\$20
10	\$	5	\$20
10	\$	7	\$7
10	all		\$7, buyers

10	\$	20	all	\$163, buyers
10	\$	6	all	\$1375
10	\$	100	\$ 10	\$7, sellers
10	Tls.	100	Tls10	Tls. 44
10	Tls.	100	Tls10	Tls. 45

0	Tls. 10	Tls 10	Tls. 55
0	\$ 2	\$ 20	\$7
0	Tls. 50	Tls 100	Tls. 325
0	\$ 2	\$ 10	\$9; sellers

100	\$	20	\$	15	\$30, buyers
100	\$	20	\$	21	\$20, none
500	\$	500	\$	500	\$1,500, buyers
500	\$	500	\$	500	\$1000, buyers
500	\$	100	\$	100	\$100, sellers
500	\$	500	\$	500	\$10,0 buyers

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FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship **CHIEFYDRA**, Captain Cox, will be despatched as above on FRIDAY, the 19th inst., at Noon.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**
Hongkong, April 16, 1901. 813

FOR PORT ARTHUR AND VLADIVOSTOCK.

THE Steamship **PEIYANG**, Captain Wenz, will be despatched as above on FRIDAY, the 19th inst., at 4 p.m.

For Freight, apply to **EAST ASIATIC TRADING Co., Ltd., Agents.**
Hongkong, April 16, 1901. 846

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA & KOBE.

THE Company's Steamship **GISELA**, Captain Moser, will leave for the above places on SATURDAY, the 20th inst., at the afternoon.

For Freight or Passage, apply to **SANDEL, WIELE & Co., Agents.**
Hongkong, April 15, 1901. 816

THE USAKA SHOSHEN KAISHA, LD.

FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship **MAIZURU MARU**, Captain K. SUGIYAMA, will be despatched for the above Ports on SUNDAY, the 21st inst.

For Freight or Passage, apply to **THE MITSUI BUSSAN KAISHA, Agents.**
Hongkong, April 15, 1901. 824

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MANILA.

THE Steamship **RICHMOND CASTLE** will be despatched for the above Port on or about the 23rd inst. and will be followed by **FERDINAND, LOWTHER CASTLE, AFRIDI and HILLGLEN.**

For Freight, apply to **DODWELL & Co., Ltd., Agents.**
Hongkong, April 17, 1901. 775

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship **ANTING MARU**, Captain S. ASUMI, will be despatched for the above Ports, on WEDNESDAY, the 24th April, at Daylight.

For Freight or Passage, apply to **MITSUI BUSSAN KAISHA, Agents.**
Hongkong, April 16, 1901. 706

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

(WITH LIBERTY TO CALL AT MANILA.)

THE full-powered Steamship **ASTORIA**, Captain OSTERMANN, will be despatched for the above Port on or about 4th May.

For Freight, apply to **CARLOWITZ & Co., Agents.**
Hongkong, April 15, 1901. 822

FOR SYDNEY AND MELBOURNE.

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THE Steamship **GUTHRIE**, Captain McANULTY, will be despatched for the above Ports on THURSDAY, the 9th May, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

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A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**
Hongkong, April 16, 1901. 829

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

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Proposed Sailings from Hongkong.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, April 23, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, May 16, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, June 11, at Noon.

THE Twin-Screw S. S. **AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States & Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, April 3, 1901. 1893

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, April 30, at Noon.

Doris, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, May 25, at Noon.

Osaka, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, June 18, at Noon.

THE U. S. Steamship **City of Peking** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States & Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, April 3, 1901. 1894

PORTLAND AND ASIATIC STEAMSHIP CO.

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THE Steamship **KNIGHT COMPANION** will be despatched for PORTLAND (OR), on 26th May, 1901.

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For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, April 3, 1901. 1895

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship **LOONGSANG**, Captain WRIGHT, will be despatched as above on FRIDAY, the 19th inst., at 4 p.m.

This steamer has superior Accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**
Hongkong, April 15, 1901. 825

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship **INDUS**, Captain RICHARD, will be despatched for the above Ports on or about MONDAY Next, the 22nd inst.

For Freight or Passage, apply to **G. de CHAMPEAUX, Agent.**
Hongkong, April 15, 1901. 826

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued to BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **SOLRAON**, Captain L. M. WILKINSON, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for MARSEILLES and LONDON, on SATURDAY, the 27th April, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for MARSEILLES and LONDON, will be conveyed Direct WITHOUT TRANSHIPMENT.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to **H. A. RITCHIE, Superintendent.**

P. & O. S. N. Co.'s Office.
Hongkong, April 13, 1901. 819

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND FALWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, May 7, at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, June 1, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, June 27, at Noon.

THE Co.'s Steamship **GAULE** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States & Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, April 13, 1901. 2062

PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION CO., operating the New First-class Steamship **INDRAVILLI**, **INDRAPURA**, **KNIGHT COMPANION**, between HONGKONG and PORTLAND (OR). Calling at SHANGHAI, HAIKOW, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship **KNIGHT COMPANION** will be despatched for PORTLAND (OR), on 26th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, April 13, 1901. 2063

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR MANILA.

MARSEILLES & LONDON... Captain... 10 a.m., 18th April.

SHANGHAI & JAPAN... Captain... About 20th April.

LONDON &... Captain... About 27th April.

SHANGHAI... Captain... About 18th May.

LONDON... Captain... About 18th May.

For Freight or Passage, apply to **H. A. RITCHIE, Superintendent.**

P. & O. S. N. Co.'s Office.
Hongkong, April 16, 1901.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

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P. & O. S. N. Co.'s Office.
Hongkong, April 16, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, SAN FRANCISCO, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers... Sailing Dates... WEDNESDAY, 17th April.

PRINZESS IRENE... WEDNESDAY, 1st May.

PRINZ HEINRICH... WEDNESDAY, 23rd May.

HAMBURG (HAMBURG-AMERIKA LINE)... THURSDAY, 13th June.

SACHSEN... THURSDAY, 27th June.

KLAUSCHOU (HAMBURG-AMERIKA LINE)... THURSDAY, 11th July.

BAYERN... THURSDAY, 25th July.

PRINZESS IRENE... THURSDAY, 22nd August.

PRINZ HEINRICH... THURSDAY, 19th September.

WEDNESDAY, 2nd October.

WEDNESDAY, 16th October.

WEDNESDAY, 30th October.

WEDNESDAY, 13th November.

WEDNESDAY, 27th November.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamship **KONIG ALBERT** of the Norddeutscher Lloyd, Captain C. COPPERS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 15th April, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 16th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to **Norddeutscher Lloyd.**

Melchers & Co., Agents.

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM... STEAMERS... DUE... GLASGOW AND LIVERPOOL... 19th April.

GLASGOW AND LIVERPOOL... 22nd May.

HOMEWARDS.

FROM... STEAMERS... TO SAIL... LONDON... 16th April.

LONDON VIA MANILA... 19th April.

LONDON... 30th April.

LONDON... 14th May.

LIVERPOOL... 15th May.

(Taking Cargo at London Rates). * PERMANENT.

G. S. 'ULYSSES', arrived this Morning from GLASGOW, and will sail for SHANGHAI, THIS EVENING, 15th Inst.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

CHINA NAVIGATION CO., LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Steamship **FOOCHOW**, Captain... will sail for SYDNEY and MELBOURNE, on THURSDAY, the 23rd April.

THE Steamship **MANILA**, Captain... will sail for SYDNEY and MELBOURNE, on THURSDAY, the 23rd April.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, April 16, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to